

Edmonton Bulletin.

Vol. IX.

EDMONTON, ALBERTA, SATURDAY, FEBRUARY 11TH, 1888.

No. 15.

TELEGRAPHIC.

WINNIPEG, Feb. 10.

The trial of the murderers of McLeish has been proceeding at Wolseley for the last three days.

A serious grain blockade continues to prevail in Manitoba and farmers are almost paralyzed.

Both Greenway and Martin declare the Red River Valley road will be built this year at all hazards.

Manitoba curlers carried off fourteen out of sixteen prizes at the St. Paul carnival, including the biggest prize.

Lord Stanley, of Preston, has been appointed governor-general of Canada, and Lansdowne succeeds Dufferin in India.

Main, a private banker of Galt, Ont., was killed lately by one Currie. The latter committed suicide.

Terrible revelations have been made before the labor commission in Montreal relative to the ill treatment of children employed in cigar factories in that city.

L. M. Jones, provincial secretary in the Greenway cabinet, will await the general election, which is to come off almost immediately, before attempting to secure a seat in the Manitoba legislature.

Nominations to fill the vacancies caused by acceptance of office by Greenway and colleagues took place yesterday. Smart and Greenway were returned by acclamation. Martin is opposed by Smith and Prendergast by Nolin.

Indications point to the acceptance of the compromise proposed by the federal authorities by a considerable element of the conservative party, and a bitter fight is expected at the general provincial elections which will take place shortly.

Bismarck made an important speech in the Reichstag a few days ago in asking a new military loan. He declared the prospects for European peace excellent and made such statements as caused considerable improvement in stocks on the continental bourses.

At the session of the grand lodge of Manitoba A. F. & A. M., now being held in Winnipeg, the following officers were elected: Grand Master, T. Clarke, re-elected; deputy-grand master, J. A. Ovis; D. D. G. M., S. J. Goggins, Winnipeg; T. Collins, Portage la Prairie; J. Tarr, Minnedosa; Burns, Brandon; J. Weldman, Assinibois; J. Brogren, Alberta; Sikes, Saskatchewan; Scott, grand secretary.

The Imperial parliament was opened yesterday. The speech from the throne declares an improvement in the position of affairs in Ireland and promises a land bill. Foreign relations are satisfactory. Gladstone was present and attacked the Irish policy of the government. It is said to contemplate the expulsion from parliament of all Irish members convicted under the crimes act.

BATTLEFORD, Feb. 20.

J. G. Oliver is expected by next mail.

Hon. Mr. Burke of Winnipeg is in town.

The police will give a theatrical entertainment on Monday next.

The weather during the week has been calm and generally pleasant.

Cowan & Richard have assigned. Their stock is now in possession of the sheriff.

Farcy has broken out among the horses at Clark's crossing. Several horses have died.

The ladies of the Presbyterian church have formed themselves into a missionary association.

Serg. Stratton and wife went south on Wednesday's stage. He has retired from the force.

Mr. Vankoughnet arrived on Monday. He goes to Onion lake as clerk to Mann, the Indian agent.

Mr. Gishorne has recovered from his illness and is now attending the Grand Lodge, A. F. & A. M., Winnipeg.

The examination of candidates for certificates as teachers begins at 9 o'clock of Feb. 14th. Several will go up.

Plans for Battle river permanent bridge have been completed and tenders for building will be called for in the newspapers next week.

The government have sold to Prince Bros. the seed wheat and barley returned by settlers. The oats were turned over to the police.

Clink Bros. have bought the machinery in Coleridge & Co.'s mill at the mouth of Turtle river and will move it to a point further up the Saskatchewan near Moose creek.

Mrs. Pendergast, a widowed lady recently from England, met with a serious mishap a few days ago by the accidental discharge of a gun in the hands of her son. The charge entered the calf of her leg making an ugly wound.

LOCAL.

SNOWY all week but no wind.

TUESDAY next is Valentine's day.

FRESH butter and eggs are appearing.

No passengers out by Thursday's stage.

BISHOP GRANDIN of St. Albert is in Mexico.

This has been an excellent winter for stock in this locality.

DR. McINNIS expects to leave for Banff by stage of the 23rd.

REPORTED that the commissioner of police is to visit Edmonton shortly.

A. PRINCE, of Shaw & Prince, will open a law office at St. Albert shortly.

THOS. HOURSTON has started a dairy to supply milk to the west end of town.

P. ERASMUS arrived on Monday from Victoria and left again on Thursday.

H. S. YOUNG, of the H. B. Co., and Thos. Edmundson left for Victoria on Friday.

HEAVY fall of snow on Tuesday. Fully a foot on the level but very light. There was no wind with it.

Robt. Doull, M. P. for Pictou, N. S., is mentioned as likely to be appointed senator for the North-West.

AD. MCPHERSON'S freighting outfit arrived from Saddle lake yesterday, having delivered the contract flour.

THOS. EDMUNDSON arrived on Saturday from Saddle lake where he had been in the employ of the Indian department.

W. R. BRERETON, of the H. B. Co. Victoria, was married on Wednesday to Nellie, daughter of Andrew Whitford of that settlement.

A popular evening amusement in the places having telephone connection is to listen through the phone to music played at one of the connections.

D. CRAIG of the Sturgeon left for Meaford, Ontario, on Friday to bring up two of his children who are residing there. He also intends to bring some thoroughbred stock.

REPORTED that the mild weather of last fall rendered useless as food very many of the fish caught by the Whitefish lake Indians and that consequently they are much scarcer of food than was expected.

RUMORS are current in town that the Indians of Saddle lake agency have killed six government cattle, and that those of Riviere Qui Barre reserves, Edmonton agency, have killed twenty, owing to hunger.

A LETTER from Ft. Saskatchewan was received this week stating that the hospital building recently burned there was assessed for school taxes at only \$500, and that this was considered an over assessment.

THE Chipewyans of Heart lake, north-east of Lac la Biche, arrived at Saddle lake recently with twelve trains of dogs to get provisions from the agent. They are generally self-supporting but this winter is too hard.

P. V. GAUVREAU, land agent, had a severe attack of fever while in Montreal on his recent eastern visit, and a serious relapse while in Winnipeg on his way home. Fever is very prevalent in Montreal and Ottawa this winter, twelve hundred deaths having occurred from it in the latter city.

A TRADER nick-named Shot, arrived recently at Lac la Biche from Chipewyan on a visit to his family who reside at Lac la Biche. He reports that Colin Fraser, who left Edmonton for Chipewyan last spring, is making a good trade, but that most of the traders are doing very little. Shot himself has 500 beaver.

A MEETING of the board of school trustees was held in Lafferty & Smith's office on Thursday evening. All the members present. Moved by D. Ross, seconded by P. G. Gray, that the plan of an addition to the present school house, 28x36, submitted by Jas. McDonald, probable cost \$1,500, be accepted, and that he prepare specifications for the same. The secretary was instructed to get prices of 24 new desks from the board of education and Winnipeg. The meeting adjourned until the 16th inst.

THE Glee Club, which was organized here early in the winter will give its first concert on Tuesday evening, Feb. 21st. The club comprises a large proportion of the best musical talent in town, and has been practising steadily under the leadership of the president, G. A. Watson and Dr. McAnis, musical director. The programme will include selections from operas, and will include the operette of the "Two blind beggars," played so successfully by Messrs. Prince and Bilodeau, at the St. Jean Baptiste concert last summer, who will again take the parts.

SNOW was 15 inches deep on Sunday morning last. From seven o'clock on Monday morning until noon on Tuesday 3 inches fell. From 2 p. m. on Tuesday until 9 a. m. on Wednesday 14 inches fell. From 6:30 on Friday morning until to-day at noon 1 1/2 inches fell; a total fall of 15 1/2 inches since Monday morning. The snow is quite light, and there has been very little wind.

THE non-commissioned officers and men of the Edmonton detachment of G division of police, assisted by some of the Ft. Saskatchewan force, gave a very successful ball in their barracks on Thursday evening last. Fully one hundred and fifty people were present. The large barrack room was gay with evergreens and flags and made an excellent ball room. A card and smoking room adjoined, and also a refreshment room, where a most excellent lunch was served. The musicians were Messrs. Gurneau, McMunn and Stiff, violin; Corporal Hogan and Constable Williams, flute; H. Anthony, violincello; Corporal Bainbridge, coronet, and J. R. Michael, piano. Nothing was lacking on the part of the entertainers or entertained to make the affair thoroughly enjoyable, and successful, as it was. Dancing was kept up until early morning.

P. V. GAUVREAU, land agent, and Dr. McInnis, arrived by Monday's stage, the former from a visit to his home in Rimouski, Quebec, and the latter from a trip to Banff, where he has secured an interest with Dr. Brett of the Sanitarium and to which place he will shortly remove. The work of developing the anthracite mines at Anthracite a couple of miles from Banff station is going ahead rapidly. A large amount of machinery is being put in and a six foot seam of excellent coal is being developed. About 150 men are employed and the output is some 75 tons daily, most of which finds a market in San Francisco, going by C. P. R. to Vancouver and thence by vessel. It sells at \$4 a ton on board the cars at the mines and \$24 a ton at San Francisco. The output will be increased shortly to 500 tons daily, and of course the force of men will have to be largely increased. The furniture is being put in the C. P. R. hotel at Banff and the building will soon be ready for occupation.

The Free Press of Jan. 25th has the following: "The following despatch reached the Free Press office last night by Associated Press from Chicago—Edmonton, B. C., (7) Jan. 24.—The Pitaukan (weasel-skin) tribe of Indians whose reserve is a few miles north of Victoria on the Saskatchewan, and about seventy miles from here, threaten to plunder the government stores at Victoria. They have no provisions and Mr. Mitchell, the Indian agent of that locality, has just arrived. He states that the flour and meat contractors did not fill their contracts and this is what has caused want among the Indians and made them threaten to resort to violent means for food. Provisions were procured from the Hudson's Bay company's post and distributed among them, pending the arrival of other provisions from here, which they must have or die." On the 27th the following appears in its Ottawa despatches:—"The deputy superintendent of Indian affairs denies the report that destitution prevailed among the Indians near Victoria, N. W. T. He says that large quantities of supplies are stored at Edmonton, 61 miles distant."

An order from the post office department of Canada dated Jan. 14th, provides for a fifth class of mail matter which will include miscellaneous matter of all descriptions not belonging to either of the other four classes, and not excluded from the mails by the general prohibitory regulation with respect to objectionable matter. Fifth class matter must be so put up as to be fit for conveyance in the mail bags, and yet admit of ready and full examination by the officers of the post office. The postage on fifth class matter must be prepaid by postage stamps securely affixed thereto, at the rate one cent per ounce weight or fraction of one ounce. The limit of weight for fifth class matter will be four lbs. for any single package, and as respects dimensions, the ordinary limit of 2 feet in length by one foot in width or depth. Transmissions of the fifth class will be subject to the general prohibitory regulations excluding from the mails all matter liable to destroy, deface or otherwise damage the other contents of the mail bags or injure the person of any officer or servant of the post office, as well as all obscene or immoral matter. A packet of fifth class matter may be posted for registration on payment, by 5 cent stamp, of five cents in addition to the postage charge, and it will be the duty of a post

master to give the person posting a registration certificate for the same. The regulation becomes operative on the first of February.

NEW ADVERTISEMENTS.

FREE FERRY.

A meeting of subscribers towards a free ferry will be held in Stewart & Bannerman's hall at 7 p. m. on Tuesday, Feb. 28th, for the purpose of raising subscriptions and locating ferry.

ESTRAY OX.

Came to the premises of the subscriber about the middle of January a large black ox, white patch on each hind foot and white under the flanks. In very poor condition. No brand. Owner is requested to prove property, pay expenses and take him away.

GEO. DONALD, South Side.

THE "EDMONTON GLEE CLUB,"

—WILL GIVE—

THEIR FIRST CONCERT

—ON—

TUESDAY, 21st INST.,

In the Hall of the Big Hotel.

CITY SKATING RINK.

—50 x 100—

FRASER AVENUE, ADJOINING LAUDER'S BAKERY.

Open every Tuesday night, Thursday afternoon and night, and Saturday afternoon and night.

Skating guaranteed all winter. Comfortable cloak room with attendant.

Admission 25c.
Single season ticket \$5.
Family ticket \$7.

WEST & PATTON,
Proprietors.

FOUND.

Near Egg Lake, south of Victoria, in November, 1887, one red and one black horse, no brands. Owner can recover by applying personally to the undersigned, proving property and paying all expenses.

JOHN P. ANDERSON.

January 27th, 1888.

ARREARS OF TAXES.

All parties in arrears for taxes to the Edmonton Public School District are hereby notified that if the same are not paid on or before the 15th Feb'y next, proceedings to recover the same will be taken.

C. F. STRANG, Treasurer.

Edmonton, 13th Jan'y, 1888.

EAST EDMONTON SCHOOL DISTRICT.

Tenders for the assessment of the above district will be received by the undersigned up to Monday, Feb. 21st.

All parties in arrears for taxes due this district are hereby notified that the same must be paid before Tuesday, Feb. 15th or proceedings to recover will be taken.

ED. BEALE,
Sec. Treasurer.

ROYAL MAIL AND STAGE LINE

Making weekly trips between Calgary and Edmonton. Leaves Calgary every Thursday morning, making close connection with the train which leaves Winnipeg on the preceding Monday morning, and arrives at Edmonton on the following Monday evening. Leaves Edmonton on Thursday morning and arrives at Calgary on the following Monday. Passage \$25; 60 lbs. baggage free. Express matter addressed in care of the undersigned will be forwarded without delay, and the advance charges paid by us. Rates, 10 cts. a pound from Calgary. LEESON & SCOTT, mail contractors, Calgary.

FARM FOR SALE. Mile and a half from Edmonton, south side. 25 acres under cultivation. House, outbuildings and spring creek on the place. For particulars apply to D. McKINLAY, Edmonton, P. O.

THE EDMONTON BULLETIN is published every Saturday morning, at the office, Main street, Edmonton. Subscription—Two Dollars per annum. Advertising rates—Standing advertisements, two dollars a line per annum; transient advertisements, ten cents a line for first insertion and five cents a line for each subsequent insertion. FRANK OLIVER, proprietor.

EDMONTON BULLETIN, FEB. 11, 1888.

The Call's time is so thoroughly occupied in accounting for the lately discovered deficit in the provincial treasury that it has been obliged to drop its articles regarding the opening of the odd sections.

The Scientific American says: "It is our observation that beer drinking in this country produces the very lowest kind of inebriety, closely allied to criminal insanity. The most dangerous class of ruffians in our city are beer drinkers."

The super loyal Toronto World rises to remark that the organs of commercial union in Toronto have lately been taught a lesson on the subject which may be read in their subscription lists and advertising columns. Doubtless this is the thermometer according to which the World regulates its intermittent flow of patriotism.

Wm. Sutherland, M. N. W. C., for Qu'Appelle, whose vote on the liquor memorial in the council is in dispute appears to have crawled under the barn. The last mail brought no word in any of the papers as to how he voted. Appearances indicate that he either is ashamed of his vote or afraid of the consequences of giving it.

The Ottawa Journal suggests that Bedson's herd of buffalo be purchased by government for Banff park, with a view of adding to the attractions of the park, and the further propagation of the animals. The buffalo is hardy but it is doubtful if he could stand government control as exercised in the North-West for very long.

Since the late changes of government in Manitoba the editorial writers on the Call and Free Press have had an easy task. The Free Press editorials on the Harrison government answer admirably to express the Call's opinion of the Greenway, or as it politely says the "Greenhorn" ministry, and the Free Press can utilize the Call's statements regarding the Harrison hustlers to boom the Greenway gang. It is regarding Messrs. Burke and Prendergast however that the sentiments of the two great journals are most thoroughly interchangeable.

Ultra conservatives of Manitoba are organizing a movement in favor of full submission to the federal conservative party in all things. They will depose Mr. Norquay from the leadership of the party and probably put Mr. Howell, a Winnipeg lawyer, in his place. Mr. Lariviere will also be dropped. These two gentlemen have evidently played the humbug game out. One section of the people wants the railway built and another wants to submit to Sir John. Messrs. Norquay and Lariviere neither built the railway nor submitted to their acknowledged master. That is why they are now out in the cold—forming a party of two.

Major Boulton, who had the gall to run against Bob Watson for the commons last February, writes to the Call that Manitoba should submit to federal authority in railway matters, because "We have natural resources to develop and public improvements to create which will require the resources of the Dominion to assist us in." That was a good cry a few years ago, but Manitoba and the North-West have submitted so long and waited so long for that assistance that when Major Boulton or any one else asks them to submit and wait still longer it is as the voice of one crying in the wilderness. The major requires to get up some new gag. The popular motto now is "Save yourselves."

The Prince Albert Times urges the representation of Saskatchewan in the Senate on the ground that "Our one member in the commons cannot accomplish much, more especially as he does not receive the cordial support from the other North-West members which we would wish and expect to see." What would the Times have? Did not seed wheat, threats and promises pay for Mr. Macdowell's seat in the commons? Do the people of Saskatchewan expect to eat their cake and still have it? They were paid to elect a man whose business as they understood it to be was to act as a tool of the government, not as their representative, and now they want a representative as well—to be appointed by the same government. The people of Saskatchewan should have elected a representative when the opportunity was offered them. Having failed to do so they can only wait until the opportunity occurs again; when it is to be hoped they, in common with the rest of the people of the North-West, will make better use of it.

THE C. P. R. ROUTE.

When the C. P. R. abandoned the northern route surveyed by the Mackenzie government in favor of the present line, its action in so doing was declared to be the essence of wisdom and the extreme of enterprise. They had found a shorter line, a better line, a more suitable line, running through a more fertile country with a better climate over equally good passes in the mountains! While the supporters of the C. P. R. bargain did all that they possibly could to decry all parts of the country other than those smiled upon by their masters, they accused of ignorance, disloyalty or partyism any who dared to say that the change of route was not for the better. The one answer to all comparisons of the old with the new line was: "The syndicate know what they are doing. Smart business men as they are will not choose the less advantageous of two routes. It must be the best because they think it is." When the line had been completed across the plains and travellers allured by the romantic accounts put forth of the beauty and fertility of the Canadian North-West began to pass over it, seeing nothing day after day but vast treeless wastes with here and there an alkali lake, expressions of disappointment were universal. It was not what had been represented; it was not what had been expected. And when on all hands it was declared that the railway belt was certainly the best part of the North-West, if not indeed the only part fit for human habitation, such travellers instead of looking off the line for the regions that they had read of took leave of the whole country for more inviting fields. To the route taken by the C. P. R. equally with the government land policy is due the fact of immigration to the North-West having come to a stand still years ago and having remained so ever since.

The mistake that was made by the syndicate was not that the railway belt is the desert it appears. The soil of the region is generally sufficiently fertile for wheat raising. At the time of the projection of the line the wheat growing craze was in full swing. To get hold of a large scope of dry prairie land, break it up and grow wheat on it seemed to be the shortest road to wealth. While the northern line passed through a country of more fertile soil, owing to the numerous clumps of poplar scattered over it and the many lakes and ponds which cut it up it did not offer the same opportunities for "bonanza" farming as the open plains to the south. The C. P. R. Co. had the wheat craze as well as the farmers. They wanted quick returns. What to them were a few hundreds or even thousands of poor settlers with only a yoke of oxen, a plow and a year's provisions, such as would follow the line on the northern route compared with the rush of capitalists ready for bonanza farming who would stumble over each other taking up hundreds of thousands of acres of wheat land in the south, and who in a year or two's operations would load the railway down with wheat? As the price of wheat fell the desire for bonanza farming ceased. The big farms had only got as far west as Qu'Appelle, and small ones to Moose Jaw when it became apparent that wheat speculation was played out. The country was not adapted to mixed farming, so that men of small means could not go into it, and as wheat farming was done for men of large means did not want it. Consequently the larger portion remains as bare of settlement to-day as it was before the railroad was built, and the longer it remains so the more firmly travellers are grounded in the belief that it actually is the desert it appears. However wisely planned, the southern route has turned out a deplorable failure as a means of settling the country and indeed has stood for years and is still standing as a barrier rather than an assistance to settlement.

If the route across the plains was not well chosen that through the mountains has been still less so. The first C. P. R. surveys were made on that line, and after comparative surveys had been made by the Jasper pass it was abandoned in favor of the latter. The opinion of the surveyors was that the gradients were necessarily so heavy, the cost of construction so great, and the danger from snow slides so unavoidable that it was not

an advantageously practicable route, particularly in view of the fact that the Jasper route offered easy grades, was cheap to construct, and operate, with less snow to contend with than anywhere on the plains. The one advantage claimed for the present route was that it saved a few miles in distance. The present is the second winter that it has been operated through the mountains and although the preparations made for keeping it open have been on an immense scale and the operating expenses have been enormous travel is frequently suspended, while freight is subject to all sorts of delays and dangers. The judgment of the first surveyors regarding the line is amply supported by the experience of the past and present winters, and prove that the adoption of that route was a mistake.

Now that years of experience have shown plainly the magnitude of the mistakes made in the location of the C. P. R. line it is in the general interest that the fact of these mistakes should be shown up as publicly as possible—that the libel on the country contained in the assertions that the railway belt is the best part of it and that the present route through the mountains is the best that can be found should be denied. If the impression is allowed to remain that the C. P. R. did choose the best country and the best pass a damper is thrown upon any railway enterprise that might by competing with that company secure the full development of the North-West. But if on the other hand it can be shown that there exists a better route through a better country both across the plains and through the mountains another company may be induced to come in and occupy the ground. The country extending from Winnipeg to Edmonton, some 900 miles along the old Saskatchewan trail, whose general course the railroad would follow, is one solid stretch of fertile soil. A country that instead of the arid plains of the railway belt is a succession of grassy hollows, fertile slopes and gentle hills crowned with clumps of poplar; which instead of here and there an alkali lake has thousands of fresh water ponds and running streams; where the wild rose and the lily flourish instead of the sage brush and the cactus of the south; a country of fertility as inexhaustible as universal, presenting no engineering difficulty to hinder railway construction, and having immense stretches of navigable waters to serve as feeders to the line. In the pass through the Rockies the snow never lies, the highest elevation is no higher than that of Calgary on the present line and 2,000 feet lower than the summit of the Kicking Horse pass. The heavy grades and terrible snow slides of the Selkirks would be avoided altogether as the line would pass around the northern end of that range.

It cannot be too strongly emphasized that there is room and opportunity in the North-West for a grand trunk line in competition with the C. P. R., which in everything but government assistance would have the advantage of that road, and indeed whose superior natural advantages would almost compensate for a total lack of that assistance. That the recent change in political affairs in the province of Manitoba will result in the introduction of such a competing line should be the earnest wish of every friend of Canada whether a resident of the North-West or not.

The Winnipeg Sun has been interviewing prominent Winnipeg conservatives as to their opinion on the compromise on railway matters offered by the federal government. J. H. Ashdown said that the bulk of the wheat crop had not yet reached the Atlantic coast owing to the inability of the C. P. R. to handle it. Consequently the money stringency was very great. To wait three years for the necessary railway competition would mean ruin to thousands. They could not afford to wait. R. J. Whittle said there could be only one opinion on the question and that was that there should be no surrender. Three years delay would be as fatal as three thousand. J. H. Brock and Ald. Riley spoke to similar effect.

The Call abuses Greenway because at one time he ratted on his party leader, and yet it is only a few weeks since the Call itself ratted on the leader whom it now lauds to the skies, in favor of a man to whom it does not now allude.

BEST
AMERICAN
HEAD-LIGHT
—OIL—

AT
BROWN & CURRY'S.

3 CAR LOADS

GROCERIES

JUST ARRIVED

Including

FLOUR,
BACON,
LARD,
HAMS,
COD FISH,
VINEGAR,
ETC., ETC.

BROWN & CURRY.

A. MACDONALD & CO.,

GENERAL MERCHANTS,

Just received

One Car-Load Sugars.
" " General Groceries.
" " Cut Nails and
Building Paper.

PER STEAMER NORTH-WEST.

Winnipeg Flour,
McMillan Strong Baker's,
McMillan Roller Process.

OUR STOCK IN
GROCERIES,
DRY GOODS,
HARDWARE,
CROCKERY,
DRUGS, &c., &c.

Is now complete and prices lower than ever.
Give us a call and be convinced.

A. MACDONALD & CO.

TO THE YUKON.

The idea of visiting the Yukon during the coming summer to join in the search for gold now in progress there seems to have taken firm hold on a number of young men in this vicinity. They have not reached a decision as to which of the three possible routes to take, by Chilkat Inlet on the Alaska coast, by Peel river H. B. post near the mouth of the Mackenzie, or by Francis lake at the head of the Liard. These three points offer about equal facilities for reaching the heads of each of the three main branches of the Yukon. The distance across Chilkat portage is placed at 30 miles. It is over a pass in a high mountain range which rises abruptly from the coast. To add to its disadvantages a tribe of Indians hold the pass who fix a rate of \$18 to \$25 per hundred for packing, and will not allow miners to pack for themselves. The Peel river portage is estimated at 40 miles. The mountains are low and the country open, so that horses and perhaps wheels could be used. The miners would be free to pack if they pleased and Indians could be hired to do the work at a reasonable figure. In both cases once the portage was crossed boats would have to be built and run down stream to the mining discoveries, the shorter distance and better navigation being from the Peel river portage. As far as the portage and subsequent journey is concerned the advantage is with the Peel river route as compared with that by Chilkat. The question to be decided between these routes is as to which portage can be reached most cheaply by men with supplies, starting from here. The cost of supplies delivered at Chilkat, judging from the market report in the Juneau paper, would probably be the same as at Athabasca Landing. To make the Peel river equally as good as the Chilkat route men and supplies would have to be transported from Athabasca Landing as cheaply as men alone from Edmonton to Chilkat. Considering that there is down stream navigation all the way to Peel river with only two short breaks there is no doubt that this could be done. The trip from Edmonton to Chilkat would cost at least \$150 to \$200 per man in cash. The only cash cost entailed in going down the Mackenzie would be that of the boat, and if a party of four or five went together this would only be a trifle for each, especially as they could build the boat themselves. Whatever cash they had could be invested in supplies, and whatever assistance they required along the line of travel could be paid for in that coin. Although there are no horses at Peel river it would be possible if they had a large enough boat and the necessary funds to purchase a horse at Salt river or Fort Providence and take him down in the boat with them to use in packing across the portage. A reliable authority states that the trip can be made from the Landing to Peel river in 35 to 40 days. Probably the greatest advantage of the Peel river route would be that while offering equal facilities with the Chilkat route for reaching the discoveries already made it passes for its whole length through a region as yet unprospected but which there is every probability contains many fields quite as valuable as those of the Yukon. Indeed the discoveries that have been made on the Yukon are scarcely of sufficient richness to warrant any great rush on their account. Their attraction lies not so much in what they are as in the possibilities which they indicate. Another point is that should anything be struck on the Mackenzie, owing to the greater ease with which supplies can be taken there, if equally rich with the Yukon it would pay doubly as well. The third route by way of Francis lake is the one by way of which the Yukon was first entered and by which Dr. Dawson and party went in last summer. The idea is not however to use the old boat route by the Mackenzie and Liard rivers, but to start before the snow leaves and reach Peace river with horses and sleighs. Then when spring opens pack the horses across to some point on the Liard as near its head as possible, and if the horses can not be taken further complete the journey, a comparatively short distance, by boat. The distance from Edmonton to the head of the Pelly river the main source of the Yukon by this route would be about 800 miles. That horses can be taken to within 200 miles of the Yukon there is no doubt, nor that the remainder of the distance can be made on the Liard, and the portage at its head, but unless the horses could be taken through it would be the most expensive of the three. Its great advantage would be that it would place the miners at the very head of the main stream of the Yukon, flowing through a country upon which Dr. Dawson has reported most favorably as a mining field, and having a comparatively moderate climate. If experience should prove the accuracy of Dr. Dawson's report regarding the stream, it is the one that it is most advisable to search, even though the expense should be greater.

J. L. Bowen, manager for I. G. Baker & Co. at Calgary, has informed the Tribune that he has been entrusted with funds by eastern capitalists with which to erect a smelter at Calgary.

SECURE INVESTMENT.

When the Manitoba land boom collapsed in '82 the yearly accruing surplus of cash in Eastern Canada, which had found an outlet in the North-West for several previous years was turned into channels nearer home. It was put into bank stocks, insurance companies, city lots, etc., the theory being that because these things were more nearly under the eye of the investors and because eastern were on a more solid footing than western interests they were safer. It may be freely admitted that the investments made in the North-West during the boom were unsafe, not because of the lack of solid value but on account of the largely inflated value. The North-West offered an ample field for the profitable investment of capital in productive industries of various kinds, but the profits in these were small compared with those to be derived from the rise in the value of the mere land. Consequently land was the favorite investment. As it grew in favor values became inflated. The inflation increased the favor, until the boom rose to its height and finally burst, bringing discredit on North-West investments of every kind. The process that was gone through in Winnipeg has since been repeated on an equal scale in Toronto, with a like result. Bank stocks, city lots and other securities, when an undue amount of investment was directed towards them, became inflated in value, which induced further investment and reckless management until the end was reached, and now assignments of merchants, the winding up of banks and a general tightness in money matters are the order of the day there. Had the money that was squandered on mere land in the Manitoba boom been invested in farming or stock raising, in mills, in creameries, in packing houses, in steamboats or in railways the country would be far further ahead to-day and the men who lost the money would have it still, and would have added to it considerably. Such opportunities for investment are still open and it is to be hoped that the lesson of Winnipeg repeated in Toronto will be sufficient to satisfy men of spare means that a producing industry is a safer and better investment than a speculative chance, whether in Toronto or Winnipeg. That it will have the effect of inducing the capital of which the North-West stands so much in need to seek an outlet here, not in holding down the producer by keeping lands and mines and forests locked up but by supplying means whereby these treasures may be unlocked and distributed to the benefit of all concerned. Touching the investment in eastern as compared with western enterprises a late issue of Bradstreet's mentions that of the large number of bankrupt railroads in the United States last year Pennsylvania and New York furnished the greater portion, while the principal western territories did not contribute to the list. Good management is as necessary to safety in the east as in the west, while in favorable opportunities the west has an immense advantage.

The Edinburgh Scotsman of Jan. 7th which the BULLETIN received from W. Johnstone Walker, contains detailed accounts of the crofter's agitation in Clashmore, Invernesshire, and in Lewis. A moonlight visit was paid by the civil authorities accompanied by military, to Clashmore, to arrest one Hugh Kerr and others who were implicated in some late disturbances. Kerr was not found, but several men and two women, one of the latter with a babe in her arms, were arrested and marched off without resistance. This woman was afterwards liberated on £20 bail. Mrs. Kerr was afterwards arrested and taken from a family of five, the eldest of whom was thirteen years of age. The paper says: "There was somewhat of a scene with the younger children as she prepared to leave." The crofters of Airdeens township have decided to pay no rent until a reduction has been made. At meetings held in Lewis it was resolved that on Jan. 9th a large force of men should gather at the sheep farms of Melboast and Aignish, tenanted by S. A. Newall and Thomas Newall, and drive all the stock before them to Stornaway, and that afterwards possession should be taken of the land and preparations made to cultivate it. The meeting was forbidden by the authorities. The crofters complain that they were driven off the land now included in these farm years ago and cannot get other land, and also that one of the tenants has been using the parish cemetery as a cattle pen. A large amount of the wire fencing on these farms has been pulled down. A deputation numbering 300 from the parish of Barvas, Lewis, waited on Lady Matheson who owns the island with a demand that the sheep farm held by Mr. Helm of Gaston should be cut up into crofts and allotted at a fair rent to those without land. Lady Matheson replied that it was unreasonable of them to ask for more land when they could not pay the rent on what they had. Until they had settled their present arrears of rent she would not deal with them. Mr. Helm held a long lease of the land and paid his rent and she would not turn him out for

them. The feeling in Lewis in favor of the crofters is deep and almost universal, and many leading men counsel the crofters to kill salmon or deer wherever they find them, and to take forcible possession of land for purposes of tillage, at the same time offering to pay a fair rent for the use of the land. These parties also counsel the crofters against emigration.

P. DALY & CO.

Beg to inform you that their stock is complete in

PATENT MEDICINES, DRUGS, SPICES, FANCY GROCERIES, FINE TEAS, COFFEES, ETC., ALMONDS, RAISINS, FIGS, DATES, CANDIES, ICEBERG SUGAR, CITRON, LEMON & ORANGE PEEL, COCOA, CHOCOLATE, GELATINE, CUSTARD POWDER, Egg POWDER,

BAKING POWDER, CORN AND SILVER GLOSS STARCH, YEAST GEMS, ETC., ETC.

Jobbers in Cigars—Finest Brands—lowest prices.

Agents for the Starr Kidney Pads.

P. DALY & CO.

Chemists and Druggists, Edmonton.

E. RAYMER & CO.

Have now a fine line of Silver Ware, Fancy Goods, Toys and Jewelry in every way suitable for Xmas, at prices to suit the times.

NOTE.—Call and see our Xmas Cards.

E. RAYMER & CO.,

Jewellers and Stationers.

Watches and Jewelry repaired and warranted.

W. JOHNSTONE WALKER

HAS JUST RECEIVED IN—

MEN'S AND BOY'S DEPARTMENT

A fine assortment of Warm Woollen Under-clothing, English and Canadian Tweeds, Worsted Coatings, Jerseys, Mitts, Gloves White and Colored Ties, White Kid Gloves, Paper, Celluloid and Linen Collars and Cuffs, Boys' Jersey Suits, Etc., Etc.

LADIES' GOODS.

A choice variety of Dress Goods, Plushes, Plumes, Velvets, Ulsters, Fur Capes, Jerseys, Clouds, Shawls, Hoods, Beaded Dress Ornaments and Trimmings, Silk Lace and Fringe, Dress Buttons, Silk, Satin and Velvet Ribbons, Sash Ribbons, Frillings, White Kid Gloves and Mitts, Artificial Flowers, Plumes, Hat Pins, Etc., Etc.

FANCY GOODS AND SMALL WARES.

Crewel Wools, Cotton and Wool Mendings, Tinsel Thread, Embroidery Silks, Crochet Cotton, Dressing Combs and Brushes, Tooth Brushes, Tooth Powders, Toilet Soaps, Essences, Scents, Baking Powder, Etc.

In the House Furnishing Line will be found a very complete assortment at wonderfully moderate prices, including Sitting-room and Bed-room Furniture, Curtain Poles, Tapestry, Lace and Madras Curtains, Curtain Fringe, Matting, Rugs, Door Mats, Floor Wax Cloth, Table Oil Cloth, Mattresses, Pillows, Blankets (English and Canadian), Sheetings, Quilts, Etc., Etc. Also Handsome Dinner and Tea Sets, Toilet Sets, and a large and varied assortment of China, Crockery and Glass-ware.

All the above lines are of the best quality and will be sold at prices that cannot fail to make business "rushing."

Terms Strictly CASH.

W. JOHNSTONE WALKER.

Direct Importer of English Goods

TEACHER WANTED.

Male or female, with second or third class certificate; for the Sturgeon school district; duties to commence on April 1st. School open for the summer term. Address,

GEO. S. LONG,

Edmonton, Alberta.

Sturgeon, Jan. 27th, '88.

GRAND DISPLAY OF NEW GOODS

—AT—

JOHN A. McDOUGALL'S.

The store is literally crammed full from cellar to garret of as fine a stock of New Goods as ever came into the North-West, and still there is more to follow.

In Dry Goods, I am showing some very choice Dress Goods, White and Colored Cachemires, Plain, Twill and Check Wineys, Flannel, Wool and Union Drugget, Ladies' Mantle Cloths, Mantles, Jackets and Jerseys, New Prints, Gingham, Shirtings, Lace Curtains, Large Double Black Wool Shawls, Shawls large and small, Halifax and Canada Tweeds, Etc., Etc.

In Ladies' and Children's fine woollen goods such as Shoulder and Neck Shawls, Fascinators, Hoods, Wool Dresses and Jackets, Cuffs, Booters, Mitts and Gloves, the stock truly beggars description and requires to be seen to be appreciated. Many lines are going off so fast that I am already preparing another order to come by express.

In Mens' Goods have a splendid stock. Underclothing, Mitts, Socks, Gloves, Cardigan Jackets, Mufflers, Sashes, Fur Caps, Fine White and Colored Dress Shirts, Ties, Etc., Etc.

A large Stock of Clothing, Overcoats, Etc. to arrive in a few days.

Have also opened out a large stock of Men's, Women's and Children's Boots and Shoes of all kinds, Moccasins, Overshoes, Etc., Etc.

A large stock of Fancy Goods opened. Stock of Groceries will be found Complete.

Goods are being sold very cheap. Cash Only, or Fur, Oats, Butter or Eggs.

JOHN A. McDOUGALL.

PUBLIC NOTICE.

Notice is hereby given that the exclusive right to ferry over the North Saskatchewan River at Ft. Saskatchewan will be sold by Public Auction by the undersigned at the Palace Hotel on Tuesday the 20th day of March, 1888, at 3 o'clock p. m.

The time, limits, rates and terms of the license and security required are as follows:

1. TIME:—Two years from the first day of January, 1888.

2. LIMITS:—Three miles up and three miles down the stream from the point of crossing.

3. RATES:—For every double vehicle, load or unloaded, including two horses or other draught animals and driver 50c

For every vehicle, loaded or unloaded, drawn by single horse or other animal with driver, 25c

For every horse or other animal with rider, 20c

For every horse, mule, ox or cow without vehicle or rider, 5c

For every passenger other than the driver of any single or double vehicle, or the rider of any animal, 5c

For every animal more than two attached to any vehicle 10c

For every pig, sheep, calf or dog 5c

For all articles or goods not in a vehicle over one hundred pounds, per 100 lbs 2c

For every foot passenger 10c

But double these rates may be exacted in every case in which the ferry is used after nine o'clock in the evening or before six o'clock in the morning.

4. TERMS:—Subject to the conditions and penalties of the Ordinance respecting Ferries, the licensee shall, on or before the day of 1888, provide

at the crossing place a cable or swing Ferry; the scow or vessel being not less than thirty feet in length by twelve feet in breadth, of sufficient strength to carry safely over the said river in ordinary weather at least one double wagon loaded to the extent of three thousand pounds with two horses or other draught animals attached and fitted in every other respect to the satisfaction of such person as may be appointed to inspect the same.

5. SECURITY:—Two approved sureties in the penal sum of Five hundred dollars each.

GEO. A. BLAKE,

Auctioneer.

LOST, TWO STEERS.

One three years old this winter, red with white belly and white spot on jaw, indistinct brand on right hip.

The other two years old next spring, spotted, black and white and branded "L" on right hip.

Information as to whereabouts will be thankfully received at the BULLETIN office or by the undersigned,

J. LAMOUREUX.

FOR SEED OATS AND BARLEY

Apply to

JELLET & OTTEWELL,

Glover Bar.

GENERAL.

Ex Premier Mackenzie is 66 years old.
New York had a \$2,000,000 fire on Jan. 30th.
Coal is scarce at Emerson, Man., at \$12 a ton.

Wheat has dropped 2c to 3c a bushel in Manitoba lately.
Gas interferes with the working of the coal mine at Anthracite.

Wm. Gobett of Medicine Hat started plowing on January 30th.

Erastus Wiman is to deliver a lecture on commercial union in Montreal shortly.

A statement regarding the McMaster estate in Toronto shows assets \$141,000 liabilities \$427,000.

Granite creek mines, B. C., are lively; 150 white men and 2,000 Chinamen are wintering there.

Sixty thousand dollars worth of school lands were sold by auction recently at Portage la Prairie.

A proposition is before the Ontario legislature to allow widows and unmarried women to vote.

The total loss of life from the late explosion in the Wellington coal mines at Nanaimo, B. C., was 31 whites and 40 Chinese.

Reported that the St. Paul M. & M. road is likely to cross the Rockies by the Boundary pass, close to the Canadian line.

The creameries of Ontario last season turned out 764,630 lbs. of butter. The average price ranged from 19½ cts. to 22½ cts.

The estate of W. J. McMaster & Co., Toronto dry goods men who failed recently, will not realize more than 10c on the dollar.

A snow blockade occurred in Quebec and the Maritime provinces on Jan. 27th. At Richmond, Quebec, the snow was six to eight feet deep.

The council of the township of York, Ont., has commenced an action for \$50,000 against an ex reeve for dereliction of duty during his term of office.

The Free Press commenting on the non-arrival of trains from the Pacific for five days says: "There will be more snow shed contracts next season."

The recent accident on the Grand Trunk near St. Thomas, Ont., has cost the company \$42,000 in settlement of personal injuries to passengers.

Western Nebraska has had a coal famine of such serious proportions that farmers have sacked coal trains on the railways in order to procure a supply.

Herbert Gladstone has apologized to Lord Clanricarde, upon whose estates evictions have been common lately, for offensive expressions used in a political speech.

Rev. Mr. Fleck, of Knox church Montreal, has been unanimously called by Knox church, Winnipeg, to fill the place left vacant by the resignation of Rev. D. M. Gordon.

Prior has been elected M.P. for Victoria, B. C., by acclamation, in the room of Shakespeare, resigned to accept the Victoria post mastership. Prior is a government supporter.

Lord Charles Baresford has resigned from his cabinet position of junior lord of the admiralty, owing to the military and naval service having been subordinated to political exigencies.

A late snow slide in the mountains near Palliser station, Rocky mountain section of the C. P. R. buried several section men. One was dug out alive. The others are probably killed. Trains did not pass the point for several days.

It is understood that the Government will grant relief to the sufferers by the Nanaimo, B. C., colliery disaster. What is the matter with making the owners of collieries responsible for damages to employees as railway companies are?

Lord Dufferin has replied to his Irish tenants who asked 40 per cent. reduction in rents. He leaves the matter in the hands of his agent. The latter will only grant 10 per cent. reduction. There is great discontent among the tenants.

The latest report is that the C. P. R. will give up disallowance in Manitoba in consideration of a three per cent. guarantee on several million dollars of bonds, the proceeds of which are to be used in improving the line north of Lake Superior.

The MacLeod Gazette complains that farmers in that vicinity raised a surplus of oats last year. The Calgary Tribune complains that eastern raised oats have to be imported largely to that town and advises the farmers to raise more oats and other coarse grains.

The Ottawa Journal comparing the timber policy of Ontario with that of Canada says: "The Dominion government's regulations are good and all that, and we belong to those who believe that the government has adhered pretty honestly to its regulations, but there are no regulations so satisfactory as a public sale."

The case of the Calgary school district against the North-West Land Co. for taxes is now before the supreme court at Ottawa. The honorable gentlemen at the head of this company who refuse to pay their fair share towards the educational development of the North-West are Sir Donald A. Smith, R. B. Angus, W. B. Scarth, M. P., and others.

MacLeod Gazette:—Thursday night last 35 policemen started for the Blood reserve to arrest the Doy, who was reported to be there. The night was a very cold one, and nearly all the men were more or less frozen before they got there. Four men could not return with the party. Dr. Bakdwin went out on Saturday to bring them in. The Indian was not found.

The British government is being urged to extend the benefits of the proposed emigration scheme to the crofters and fishermen of the north-east coast as well as the crofters of the western isles. Various Scotch schemes of emigration are being laid before the Scotch and Colonial secretaries of state. Lately reports have been received from many districts showing an increased desire of the crofters to emigrate with the help of the government.

The British Columbia legislature has been opened. Mention is made of a case to recover the amount of a bond given by the U. P. R. as security for the construction of a railway line to Coal Harbor within a certain time. Also that the Kootenay & Columbia railway company had by failing to get to work forfeited their deposit of \$25,000. Also that the experience of the past 20 years showed the advisability of revising the terms of confederation.

On page two of a late issue of the Regina Leader appears the editorial note: "We wish eastern papers who talk of blizzards in Dakota would make it clear we have no such blizzards here." On page one of the same issue in the first sentence of a report of a meeting held at Craven appears the following: "Yesterday notwithstanding a young blizzard on the plain to the south Mr. Davin made his appearance."

It is sometimes inconvenient to be confined in the trammels of truth, but it is also inconvenient to have a thoroughly established reputation for lying. Sir John Macdonald has lied himself out of many a tight scrape and now in the case of his offer to compromise regarding the railway monopoly in Manitoba he is met by the question, "What guarantee have we that the promises made, if accepted, will be carried out?" Sir John's reputation as a fancy distorter of the truth is the chief difficulty in the way of a settlement of the Manitoba agitation.

In the Sun Mr. Lariviere admits the truth of the statements made respecting the Manitoba deficit but seeks to break their force by giving explanations as to how he managed to roll up so magnificent a deficit during his fifteen months' tenure of office. He says that when he took hold there was a deficit of \$90,000 although at the time that was carefully kept from the public. The province had paid \$75,000 on behalf of the half-breed minors, but held a considerable amount of property as an asset on this account. About \$70,000 never estimated for was paid out in interest on the debenture aid to the Manitoba and North-Western, and \$40,000 additional on the Hudson's Bay. About \$60,000 had been paid to Red River Valley contractors in cash, and the \$160,000 bonds which were out were distributed between Ryan and Haney and the sub-contractors. The ex-treasurer admitted that all monies were kept in a general fund, and that no attempt had been made to always apply the monies set apart for a certain object, to that object. He also admitted that no entries had been made in the cash book.

BIRTH.

SANDERSON.—On Wednesday Feb. 8th, the wife of Geo. P. Sanderson, Edmonton, of a son.

METEOROLOGICAL.

Weather report for week ending Saturday morning, February, 11th, 1888. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Saturday,	13	
Sunday,	33	4
Monday,	14	—2
Tuesday,	7	—4
Wednesday,	5	—6
Thursday,	6	—19
Friday,	1	—11
Saturday		—9

Barometer falling, 27.395.

J. WALTER, Carriage-maker and Boat builder, Ft. Edmonton ferry landing, South Side. Arrived by North-West and will be worked up to order or sold cheap for cash, a large stock of Oak Plank, from inch upwards, Wagon Tongues, Buggy Tongues, Buggy Shafts, Buggy and Wagon Spokes, Fellows and Wheels, common and four foot wagon Neck Yokes, Seat Springs etc. Four New Boats, medium size, now on hand.

BANKING.

LAFFERTY & SMITH,
BANKERS AND FINANCIAL AGENTS.
EDMONTON, REGINA, MOOROMIN AND CALGARY.
P. G. GRAY, Manager.

P. DALY,
BANKER,
Drafts issued and collections made.
Office, P. Daly & Co's. Drug Store, Edmonton.

NORRIS & CAREY,
JOBBER
—AND—
WHOLESALE GROCERS,
EDMONTON, ALBERTA.

1888

STOCK
COMPLETE.

ALBERTA
BOOT AND SHOE
HOUSE.

WHOLESALE AND RETAIL.
STEWART & BANNERMAN.

BALLENTYNE YATES,
PHOTOGRAPHIC ARTIST.
Studio temporarily at T. B. Henderson's, Main street. Photographs, Groups, Views, etc. Also Gem Tintypes delivered finished in first-class style in thirty minutes. A large stock of first-class material just arrived. Now is your time to leave your orders for a real good Card, Cabinet, Group or Tintype. Good workmanship guaranteed at moderate prices.

ESTRAY HORSES.
Also three-year-old horse, four white feet, white nose, no brand.
Also red horse with some white on face and four white ankles.
Owners are requested to pay expenses and take away at once.
GEO. GAGNON,
St. Albert Road.

TERRITORIES LAND ACT TRANSFERS
For sale at the BULLETIN office.

CHURCHES.

CHURCH OF ENGLAND.—Hours of Sunday service: All-Saints 11 a.m., St. Michael's 6.30 p.m. W.N.

ST. JOACHIM'S, R. C. CHURCH, Edmonton.—Mass at 10:30 a.m. every Sunday, Sermon in English, French and Cree. Afternoon services at 3 o'clock. H. GRANDIN, O.M.I.

METHODIST CHURCH OF CANADA.
Rev. G. H. Long, Pastor. Hours of service: Edmonton—7 p. m. until March 1st; 11 a. m. and 7 p. m. from March 1st until April 1st. Sabbath school at 2:30. Sturgeon River—Jan. 22nd; Feb. 5th, 19th; March 5th, 18th; April 1st, at 3 p. m. Clover Bar—Jan. 29th; Feb. 26th; March 25th, at 3 p. m.

EDMONTON PRESBYTERIAN CHURCH.
—Pastor, the Rev. D. G. McQueen, B. A. Sabbath services: Edmonton 11 a.m. (except Jan. 22nd, Feb. 19th, March 18th) and 7 p. m. Sabbath school at 2 p. m. Belmont, Jan. 8, 22, Feb. 5, 19, Mar. 4, 18, at 2:30 p. m. Sturgeon, Jan. 1, 29, Feb. 26, Mar. 25, at 3 p. m. Clover Bar, Jan. 15, Feb. 12, Mar. 11, at 3 p. m. Ft. Saskatchewan, Jan. 22, Feb. 19, Mar. 18, at 10:30 a. m.

PROFESSIONAL.

WATSON & CONNOR,
BARRISTERS, ADVOCATES, &c.
GEORGE A. WATSON. C. H. CONNOR, M. A.
H. L. MCINNIS, M. D., C. M.

PHYSICIAN & SURGEON,
Office next door north of Jasper House.
ROBERT STRACHAN, Barrister, Solicitor, Notary Public and Conveyancer, Edmonton, Alberta; Office, Main Street, Edmonton, opposite Fraser avenue.

DR. J. H. TOFIELD,
St. George's Hospital, London,
Temporary residence and consulting room, second log house east of Mr. Cameron's store.

H. C. WILSON, M. D.,
PHYSICIAN, SURGEON AND ACCOUCHEUR.
Office next Daly's Drug Store. Consultation hours:—11 a. m. to 1 p. m. Sundays 4 to 6 p. m. Orders for visits can be left at residence after 1 p. m.

DAVIS & COSTIGAN, Barristers, Advocates and Conveyancers. Money to loan. Government departmental work strictly attended to. Offices over Thomson Bros' Book Store, Calgary, N.W.T.
E. P. DAVIS, J. R. COSTIGAN.

SHAW & PRINCE,
BARRISTERS, ADVOCATES, ETC.,
Edmonton, Alberta, N. W. T.
CHARLES L. SHAW. ANTONIO PRINCE.

HOTELS.

JASPER HOUSE, north side of Main street. The only brick building in Edmonton. First-class weekly and daily board at reasonable rates. Good stabling in connection. J. GOODRIDGE, Proprietor.

ROYAL HOTEL, REILLY & MARTIN, Proprietors. The Royal still continues to be the leading hotel in Calgary and no expense or pains on the part of the proprietors will be spared to keep it so. Table First-Class. Public patronage respectfully solicited.

EDMONTON HOTEL the pioneer house of entertainment west of Portage la Prairie. An extensive addition has been made to this establishment which now offers superior accommodation to my old patrons and the travelling public. A first-class billiard room Good stabling attached. DONALD ROSS Proprietor.

ALBERTA HOTEL.—North side Main street, Edmonton, Alberta, N. W. T. This well known establishment continues to furnish first class accommodation to travellers and the public generally. The cuisine is under the management of Mr. F. Pagerie, whose skill in his department is well known in Manitoba and the North-West. Good stabling and livery attached. Every attention paid to the requirements of guests.
L. KELLY, Proprietor.

BUSINESS.

MARRIAGE LICENSES may be obtained at THE HERMITAGE.

P. BYRNES.—Boots and Shoes made to order. Main Street Edmonton. Opposite BULLETIN office.

NEW BLACKSMITH SHOP.—Near Norris & Carey's store, Edmonton. Horse-shoeing and General Jobbing. Terms cash. EDMUND LYONS.

LIVERY, FEED, and SALE STABLES.
Potatoes, Oats, and all kinds of Feed kept constantly on hand for sale. M. McCAULEY, Main Street, Edmonton.

J. F. SMITH.—LIVERY, FEED & SALE STABLE. Adjoining Hotel du Canada, Main street, Edmonton. Oats and feed constantly on hand. Good drivers to let at any hour.

GEO. P. SANDERSON,
GENERAL BLACKSMITH.
HORSESHOEING A SPECIALTY.
Shop in rear of A. Macdonald & Co's. store.

PUMPS THAT ARE PUMPS.
Made to order ready to put in wells—of good material and well finished—at my shop, Fraser avenue, Edmonton.
J. KNOWLES.

JAMES McDONALD, Builder and Contractor. Sash and doors on hand and made to order. Plans and estimates of buildings furnished. Everything done with neatness and despatch. Office and shop, Main st. Edmonton.

THE LATEST STYLES IN LADIES'
Winter Hats, Trimmings, etc., etc., opposite Norris & Carey's.
MANTLE MAKING A SPECIALTY.
Apprentices wanted.